

DRAFT PERFORMANCE CRITERIA

The following performance criteria are contained in the Sales Tax Expenditure Plan on Page 18 to be used to prioritize major road projects. The projects implement the strategy to: Maintain, improve, and manage Marin County's local transportation infrastructure, including roads, bikeways, sidewalks, and pathways. This strategy is one of four focusing on the goal of the expenditure plan: Improve mobility and reduce local congestion for everyone who lives or works in Marin County by providing a variety of high quality transportation options designed to meet local needs.

Definitions of the performance criteria are provided below. A sample scoring application of the criteria follows each performance criteria definition, with a uniform scoring range used for each of the performance criteria (a weighting of the criteria is not reflected at this level of analysis).

Pavement Condition Index. The Pavement Condition Index (PCI) is a numerical rating of the pavement condition that ranges from 0 to 100, with 0 being the worst possible condition and 100 being the best possible condition. The PCI method was developed by the Construction Engineering Research Laboratory of the U.S. Army Corps of Engineers. This method can be used on both asphalt surfaced and jointed Portland cement concrete (PCC) pavements. For a roadway segment with subsegments in the Pavement Management System with different PCI's, calculate a weighted average over the entire segment length. *The lower the PCI, the higher a roadway segment would be scored.*

PCI rating	Score
≤ 25	10
26-50	7
51-75	3
≥ 76	0

Average Daily Traffic. The total traffic volume during a given period (from 1 to 365 days) divided by the number of days in that period. Current ADT volumes can be determined by continuous traffic counts or periodic counts. Where only periodic traffic counts are taken, ADT volume can be established by applying correction factors such as for season or day of week. For roadways having traffic in two directions, the ADT includes traffic in both directions unless specified otherwise. *Corridors with higher ADTs would score higher.*

ADT rating	Score
≥ 25,000	10
15- 25,000	5
≤ 15,000	0

Transit Frequency. Transit frequency is a measure of availability of fixed route public transit to the public. As an objective measure, the average daily (AD) bus seat trips can be used as a performance measure. Corridors with higher bus seat trips will score higher in this performance measure.

AD Transit	Score
High	10
Medium	5
Low	0

Note: Numeric values can be added to the AD transit (or Transit frequency) once data is obtained for the roadway segments.

Bicycle and Pedestrian Activity. Bicycle and pedestrian activity can be measured by determining if the roadway includes an existing pedestrian facility and/or bicycle facility or if a pedestrian and/or bicycle facility is planned in the community's adopted Bicycle Master Plan. Roadways with existing pedestrian and/or bicycle facilities would be scored higher, planned facilities next, and no adopted pedestrian and/or bicycle facilities lowest.

Bike/Ped	Score
Existing pedestrian and/or bicycle facility	10
Planned pedestrian and/or bicycle facility	5
No planned pedestrian and/or bicycle facility	0

School Access. School access can be measured by the number of designated school zones included in the roadway segment.

School zones	Score
Two or greater	10
One zone	5
No zones	0

Accident History. Accident history is a measurement of accidents for a certain volume of traffic. A typical measurement would be the gross number of accidents divided by the ADT. The CHP report (SWTTRS) could be used as a source of accident data.

Accident rate	Score
High	10
Medium	5
Low	0

Note: Numeric values for high, medium and low can be added to the accident rate once data is obtained for the roadway segments.

Phase 2

Two of the performance criteria are recommended for use in a second phase of the project prioritization. These performance criteria would be used when more information is available regarding projects and will be used to refine the project prioritization:

Opportunities for Matching Funds. Measure A provides a limited amount of funding for projects in Marin County. By obtaining matching funds, a project could be implemented with fewer Marin County tax dollars, freeing those dollars to be used on other projects. *The roadway segments that have the ability to attract matching funds would score higher.*

Geographic Equity. The Expenditure Plan (Figure 2, page 18) identifies funding allocations for Major Infrastructure Projects by Planning Area. The allocations are based on population and road miles and will be reviewed at the start of the tax and adjusted to reflect the most current information on that date. The distribution will also be balanced every six years. *The available funding determined by the allocation formulas will determine prioritization.* In addition, within each planning area, the distribution of projects can be evaluated under this performance criterion.

Other Definitions

Pavement Management System (PMS). The PMS data provides an “indicator” of the relative cost of the individual projects.

Project Sponsor. Several project segments cross jurisdictional boundaries. The Public Works Directors have agreed that a project sponsor will implement the project regardless of the jurisdiction.